(d) if so, whether any machinery is being devised to monitor their actual conduct on the roads?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Yes, Sir. A crash programme of refresher course with a batch of 150 drivers per week is being conducted since September, 1988 in collaboration with Delhi Traffic Police and Petroleum Conservation Research Association. Special emphasis is laid on the behavioural aspects, road safety, safe driving, and fuel consumption, etc. The drivers are given practical training on the roads and their driving habits are checked for effecting further improvements.

(c) Yes, Sir.

(d) At the end of the course, the drivers are interviewed and they are graded according to their performance. Follow up action is taken by deploying supervisory staff with instructors to check their driving habits on the roads and to take remedial actions by the DTC.

Harassment of Indian visitors to Pakistan

312. SHRI SURESH PACHOURI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Indian visitors to Pakistan are being harassed by Customs and Immigration officials in that country;

(b) if so, whether this has been brought to the notice of the Government of India recently; and

(c) whether Government of India have taken up the matter with the Pakistan Government; if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) to (c) Government have seen reports to the effect that certain Indian visitors to Lahore have been harassed by Pakistani officials. No specific complaints in this regard have been received by our Embassy in Islamabad, so far. This matter has been taken up with the Government of Pakistan.

Financial position of Indian Airlnes

313. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines is heading for a sharp downward trend in its performance in the current financial year;

(b) if so, to what extent the financial position received a set-back during 1988-89; and

(c) to what extent it was less in 1987-88 and what efforts are being made to improve its position during 1989-90?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) No, Sir. The current financial year has just started and Indian Airlines has budgeted a pre-tax profit of Rs. 9.15 crores during 1989-90 despite the higher depreciation and interest charges due to induction of Airbus aircraft. The profit before depreciation and interest in 1989-90 is expected to be higher than in 1987-88 and 1986-87.

(b) Indian Airlines earned a pre-tax profit of Rs. 38.10 crores during 1988-89.

(c) In 1987-88 Indian Airlines earned a pre-tax profit of Rs. 78.66 crores as against Rs. 68.74 crores in 1986-87.

The following measures have been taken by the Corporation for improving the physical and financial performance during 1989-90:—

—Leasing of two aircraft from the USSR;

—Leasing of one Boeing 737 aircraft in April, 1989 in addition to 3 Boeing 737 already taken on lease from Mid-December 1988;

—19 Airbus A-320 aircraft on purchase order will start joining the fleet of Indian Airlines from June 1989 onwards in phases;

—Scheduling of aircraft from time to time according to traffic demand;

—Improvement in the on-time performance through capacity increase, better maintenance facilities and provision of cushion by way of stand-by aircraft;

—Unless essential for operational *exigencies, staggering of capital* projets and expenditure; etc.

Pricing formula for power supply

314. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have sought Cabinet intervention in favour of single pricing formula for power supplied to it;

(b) if so, what were the main reasons for the same;

(c) whether Union Government have accepted the same; and

(d) if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) to (d) Do not arise.

Mounting cargo at Indira Gandhi International Airport

315. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Central Monitoring Committee of the International Airport Authority of India recently met and considered ways to clear the mounting cargo backlog at the Indira Gandhi International Airport;

(b) if so, whether this problem has caused ripples in the Ministry of Commerce; and

(c) if so, what steps are being taken by the Internatoinal Airport Authortiy to improve the cargo backlog?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (c) The Central Monitoring Committee under the Chairmanship of DGCA was scheduled to meet on 12th April, 1989 but the meeting was postponed.

To overcome the difficulty regarding cargo backlog, Government of India have decided to allow all foreign airlines to operate extra flights from January to July in 1989 and 1990. During January to March, 1989, 4471 tonnes of export cargo was uplifted from Delhi Airport as compared to 3596 tonnes during the same period in 1988. The International Airport Authority of India has extended the *free period of storage at its cargo* terminal from 6 to 11 days so that exporters can tender export cargo and encash their documents.